



MILLIONAIRES AND DIPLOMATS OF DISTINCTION HERE IN TENYO MARU

Millions were represented in the list of trans-Pacific travelers who lined the rails of the big Japanese liner Tenyo Maru this morning, as that vessel crept through the channel into the harbor and was warped to a berth at Alakea wharf.

People of prominence in the diplomatic, financial and religious world were numbered among the through passengers now en route to the far east and around the world, who are today enjoying a delightful respite from the long sea voyage, by viewing the beauties of Honolulu and its environs.

Reporting fine weather from the time of leaving San Francisco until reaching the islands, Captain Ernest Bent stated that the passengers made the most of the trip by participating in an elaborate series of deck sports and entertainments.

Captain Bent was given opportunity to introduce to his famous sea-going baseball to a remarkable delegation of spectators. The distinguished-looking skipper is just as imposing a figure on the deck diamond as on the bridge, and what he can't do to the ball isn't worth talking about. Captain Bent managed one of the nines made up of passengers and had as his opponent Dr. N. P. Crooks, the ship's surgeon, who is no slouch at the game himself. Bets are already being placed on the outcome of the ocean baseball tournament and it is whispered in circles where the "low-down dope" is passed out that the genial British skipper is the favorite.

Thirteen cabin passengers demanded and received layover checks before arrival here. The through list includes 152 cabin, 57 second class and

in the Asiatic steamer, 99 Japanese, 33 Chinese and 2 Hindus.

Purser H. J. Grasset reports no illness or unfortunate incident to mar the pleasure of the trip down from the coast. According to instructions received before sailing from San Francisco, Grasset will leave the Tenyo Maru at Shanghai and take over the office of the Shinyo Maru. Frank Carvill, who is at present holding down the position of purser in the Shinyo, will be transferred to the Tenyo. As far as learned this morning, that is the only change in the ship's personnel to be made on the present voyage at least.

The Tenyo Maru carries to the far east one of the largest cargoes in her history. Cotton and machinery make up the bulk of the freight that is proceeding to Japan and China ports.

Among the passengers in this vessel are a party of thirty church people, headed by H. J. Heinz, bailing from the east. They are destined to Zurich, Switzerland, to attend an international Sunday school conference. Theodore Voorhees, vice president of the Philadelphia & Reading Railway, accompanied by his wife, son and daughter, is destined for Yokohama. Prof. Francis G. Peabody of the Harvard faculty, his wife and two daughters, are on a tour of the Orient. Other passengers are J. N. Loose, a biscuit manufacturer of Kansas City and wife; Baron George de Mehring, who is attached to the German court; Dr. J. Takamine, a Japanese physician, who practices in New York; H. F. Haber of the American Asiatic Trading Company; Charles W. Haas, a San Francisco businessman, and Mrs. H. W. Seale and Mrs. N. E. Thorne, society women of San Francisco.

HUGE SEAS SWEEP LURLINE DECKS COLD MEALS FOLLOW BURSTING PIPE

The Matson Navigation liner Lurline that is now steaming from San Francisco to Honolulu and expected to reach her home port on Wednesday morning, is believed to have snowed seas resulting from the thirty-hour battle with the wild tempest in the mid-Pacific which resulted in the smashing of windows, the flooding of staterooms, bursting of steam pipes and putting the galley out of business.

It was the latter end of the last voyage to the coast that the Lurline encountered a storm, which in the opinion of Captain Weeden, was the worst that has fallen to his lot in the seven years he had traveled between the islands and the coast. The Lurline, while coming through the deluge of huge green seas without vital damage, suffered the loss of much deck fitting.

Supplementing the cables received by the Star-Bulletin at the time, details of the Lurline's plight were received this morning.

The storm was from the northwest and was accompanied by a high beam sea. Captain Weeden estimates the velocity of the wind at about 70 miles an hour. It stirred up a sea so great that for four hours he had to head the Lurline into the teeth of the tempest. As it was, a number of heavy seas swept the liner and did considerable damage about the decks.

Two sections of rail on the port side were carried away, several ventilators were smashed, a lifeboat was lifted from its chocks and slightly damaged and several steam pipes were broken.

The bananas stowed on the fruit deck were scattered all over the ship. The breaking of the steam pipes caused real inconvenience, as upon these pipes the galley and pantry depended for the steam used in cooking and keeping hot what had been cooked. Under the weather conditions repairing the damage was impossible and the last four meals served to the passengers were chilly affairs.

Many of the passengers, however, didn't care. Big as the Lurline is, the liner pitched and rolled with the levity of a cork and nearly everybody on board was seasick. All the passengers had a more or less strenuous time during that 30 hours' tussle with the elements. So violently did the vessel roll that many of them were thrown from their bunks.

Miss B. Moran and Mrs. S. E. Scott were the only women on board whose appetites were not affected by the storm. They never missed a meal.

During the height of the tempest it required the utmost assurance on the part of Captain Henry F. Weeden and his officers to pacify the travelers. Although there was not the least danger of the liner getting into serious trouble, the fact that she capered about like a dancing master, at swatches of green billows swept the decks fore and aft, was not conducive to keeping the passengers in an easy frame of mind.

Doors and windows were crushed in by the huge boarding seas, and before storm shutters could be put up many of the staterooms were flooded.

TIDES--SUN AND MOON

Date	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
Feb. 3	1:34	1:18	1:42	1:26	1:50	1:34
4	2:10	1:54	2:18	2:02	2:26	2:10
5	2:42	1:58	2:50	2:08	2:58	2:42
6	3:13	1:58	3:22	2:08	3:30	3:13
7	3:40	1:57	3:50	2:07	4:00	3:40
8	4:05	1:56	4:15	2:06	4:30	4:05
9	4:31	1:54	4:42	2:04	5:00	4:31

New Moon March 7, at 1:52 p. m.

VESSELS TO AND FROM THE ISLANDS

[Special Cable to Merchants' Exchange]

Friday, March 7.
SYDNEY—Arrived, March 3, S. S. Sonoma, hence February 17.
YOKOHAMA—Arrived, March 6—S. S. Mongolia, hence February 23.
ASTORIA—Sailed, March 7, schooner A. F. Coats for Hilo.
PORT LUDLOW—Sailed, March 7, schooner Mary E. Foster, for Honolulu.

S. S. TENYO MARU sails for Yokohama at 5 p. m. today.

Noumea Now Base for Whalers.

According to a report received from Noumea by the last mail, a syndicate is to be formed for the purpose of whale-fishing in the waters to the north of New Caledonia. Operations will be carried on within an area bounded by Balade and Anatum and the Chesterfield Islands. The promoter of the company is Captain Ring, who is said to possess considerable experience in whale-hunting, having been for some time at the head of a large whaling concern which had its headquarters in the Kerguelen Islands. He states that while he was in charge at the latter place over 150 whales were captured in the first season, in the second 90, and during the third only about 50. In consequence of this falling off he was forced to abandon the Kerguelen Islands, and go south to New Zealand, where the whales are numerous at all times of the year. Unfortunately, however, the cost of labor and registration were so high that he was not able to carry out his plans there. Consequently he turned his thoughts to New Caledonia.

It is said to be over 50 years since the last expedition was organized for the exploitation of New Caledonian waters. That venture was highly successful, and the number of whales captured by far exceeded the estimates of the company. Since then no attempt has been made to revive the industry until Captain Ring visited Noumea.

The capital of the proposed company is to be 500,000 francs, or \$100,000. It is stated that a large amount of the capital has already been subscribed.

Record Run for Andrew Welch.

The bark Andrew Welch is freely predicted will make a record run from the coast to the islands. Now five days out from San Francisco the well known windjammer is reported as bringing down a large general cargo, a portion of which consists of material that is to enter into the construction of the Pearl Harbor drydock. Captain Kelley has a half dozen passengers for company. As he is a star entertainer and a devotee of chess and checkers, the travelers will have no occasion to complain of the monotony of the voyage.

Sierra's Cargo a Valuable One.

The last of a cargo valued at \$198,230 brought to Honolulu in the Oceanic liner Sierra, has been discharged, and that vessel has been made ready for the reception of a hundred or more cabin passengers, who are to sail for the coast at noon tomorrow. Included in the shipment of merchandise from the coast for Honolulu importers were 20,564 lbs butter, 6,292 lbs and 3 pkgs

cheese, 230 cs eggs, 2,297 lbs dried fruits, 2,500 pkgs fresh fruits, 1,844 pkgs potatoes, 565 pkgs onions, 15,890 lbs fresh meat, 17,334 lbs tams and bacon, 17,360 lbs lard, 9,580 lbs and 181 pkgs bread, 1,093 cs canned goods, 125 pkgs corn, 12,180 lbs codfish, 601 pkgs hay, 31 tons malt, 1,290 lbs dried peas, 11,544 lbs beans, 6,090 lbs dressed poultry, 848 cyts barley, 29,500 lbs rice, 197 bbls and 25 half bbls salmon, 520 lbs tea, 210 gals whiskey, 18,073 gals and 25 cs wine, 15 cs champagne, 17 cs mineral water, 188 pkgs wamon material, 23,010 lbs tobacco, 19 pkgs saddlery, 43 cs boots and shoes, 9 rolls leather, 55 tons salt, 150 kegs powder, 394 cs and 21 bbls oil, 790 pkgs paints, 59 pkgs machinery, 38 pkgs elevator material, 1,909 cs kerosene, 7,369 sks cement, 133 coils rope, 224 pkgs drugs, 10 automobiles and 6 pkgs parts, 600 bbls asphalt.

Canadian Australasian New Training Ship.

Returning to Vancouver from a business visit to San Francisco for the Union Steamship Company of New Zealand, for which he is the Canadian agent, Mr. J. C. Irons brought word that the company is willing to accept British Columbia boys as cadets aboard its training ship Aparima, which will be used for the training of officers for the company in the place of the former training ship Dartford, which is to be turned into a bulk carrier. The proposal is another indication of the broadminded policy of the New Zealand company, which has broken away from the customs of the average steamship lines in various ways. A circular received from the headquarters of the Canadian-Australasian line, it states that the Aparima affords an ideal opportunity for the carrying out of the naval training scheme. The steamer is engaged in the overseas trade and is of large tonnage. She has ample room to provide for cadets.

The cadets aboard the Aparima receive full instruction in seamanship, navigation, signaling, sailmaking, wire splicing, steam rigging, physical drill, rowing, swimming and all that pertains to real knowledge for the operation of the modern type of ocean-going craft.

New Steam Schooner Carries Passengers.

The fine new steel steamer J. A. Hooper, built at an Atlantic shipyard for the coastwise service out of San Francisco, arrived at San Francisco on February 14 after a good passage. The Hooper, which is named after the Hooper Lumber Company, was built for Sudden & Christensen, a shipping firm that has grown with rapid strides during the past few years. The vessel will be a notable addition to the steadily increasing coastwise fleet of lumber carriers. In addition to having large cargo capacity the Hooper is elaborately fitted to accommodate quite a number of passengers.

Largest Liner in Pacific Now Intermediate.

The Great Northern liner Minnesota, rated as the largest passenger and freight carrier in the Pacific, has been placed in the intermediate service between Puget Sound ports, Japan, China and the Philippines. A very marked reduction in cabin passenger fares has been made by the company with a view of enticing travelers from the San Francisco, Honolulu and Oriental route. The rate from Seattle to Manila by the usual ports of call has been reduced to \$176. The big vessel now makes the Philippine port her terminal.

Carter Recovers Many Deserters.

Harbor Officer Carter has been a busy man this week in the rounding up of deserters from the several sail and steam vessels at the port. The official has in custody three or four sailors belonging to the British ship Juteopolis, which is expected will get away for the Sound tomorrow. Carter descended upon the abode of one young man who deserted from the Thetis before the revenue cutter departed for Laysan. It being alleged that he was wanted on the Juteopolis.

Historian Takes Place of Wrecked Vessel.

Balfour, Guthrie & Co. announce that the British steamer Historian has been placed on berth at Liverpool to take the sailing dates of the steamer Warkman, recently wrecked near Rio Janeiro. The Historian is a vessel of 8,750 tons, formerly in the West Indies trade.

To Bring Lumber to the Islands.

The barkentine John Smith a frequent visitor to the islands, is reported by advices received today as having been chartered to bring a full shipment of lumber from Puget Sound ports to Honolulu, the rate being given out at \$7.50. The vessel is soon to be placed on the berth for this port.

Barkentine Aurora Ends Long Passage.

The barkentine Aurora arrived at San Francisco on February 13, 1913, from Newcastle, N. S. W. The long passage was due to bad weather. The Aurora was compelled to put into Honolulu for provisions.

San Francisco Ferries Carried Millions.

Custom officials at San Francisco estimate the number of persons carried on the bay ferries during 1912 at 38,951,019.

PASSENGERS ARRIVED

Per T. K. K. S. S. Tenyo Maru from San Francisco, March 7, For Honolulu—Mrs. E. W. Dean, Mr. J. L. Gleason, Mr. J. Henry, Miss Marian Johnson, Mr. Elmer Jones, Mr. J. L. Jones, Mrs. J. L. Loose, Prof. F. G. Peabody, Mrs. E. C. Peabody, Miss Gertrude W. Peabody, Mr. F. W. Peabody, Mrs. F. W. Peabody, Mrs. M. Wood, For Yokohama—Mr. K. D. Alexander, Mr. S. Araki, Mr. T. Baba, Miss Bunche Bair, Rev. V. D. Chaffin, Mrs. V. D. Chaffin and infant, Mr. H. E. H. Chipman, Miss Daisy Chown, Miss Chiara Graefe, Mr. C. W. Haas, Mrs. C. W. Haas and maid, Mrs. S. S. Hendry, Miss Pearl A. Hendry, Mr. S. Hirose, Mr. W. J. Hollister, Mrs. W. J. Hollister, Mr. M. Hotta, Mr. T. K. Kado, Mrs. P. C. Madiera, Mr. G. B. de Mehning, Mrs. M. C. Moffatt, Mr. S. Orama, Mr. E. I. Obee, Mrs. E. I. Obee and infant, Master Christopher Obee, Mr. P. Schmitz, Mr. P. de St. Phalle, Dr. J. Takamine, Mr. N. Tanaka, Mr. T. Voorhees, Mrs. T. Voorhees, Miss Helen Voorhees, Miss Hannah Wakefield, Lieutenant M. Yabu, For Kobe—Miss Josephine Brooking, Rev. J. J. Chapman, Mrs. J. J. Chapman and infant, Miss Claudia M. W. Chapman, Miss Dennis S. Chapman, Miss Ellen R. Chapman, Master J. J. Chapman, Mr. W. C. Chambers, Mrs. W. C. Chambers, Mrs. L. L. Lorraine, E. F. Lott, Miss Elizabeth S. Fuller, Rev. W. B. Gibson, Mr. H. F. Haber, Rev. W. R. Leota, Miss Helen G. Macell, Mr. W. Marshall, Miss Frances Sanborn, Rev. J. B. Thornton, Mrs. J. B. Thornton and infant, Miss Elizabeth Thornton, Miss Helen Thornton, Miss Ruth Thornton, Master Samuel Thornton, For Shanghai—Miss Alice Baker, Mr. F. L. Brown, Mrs. F. L. Brown, Miss Margaret E. Brown, Mr. A. C. Cornish, Miss Helen Crane, Mr. C. Figueine, Mr. E. H. Hall, Mrs. E. H. Hall, Mr. C. Heinz, Mr. H. J. Heinz and valet, Mr. H. W. Heinz, Mrs. J. H. Hotchkiss, Mr. P. Harding, Mr. T. F. Harrison, Rev. W. H. Hudson, Miss Anna B. Jones, Mr. J. W. Kinnear, Mrs. J. W. Kinnear, Miss Elsie Kinnear, Miss Jeannette Kinnear.

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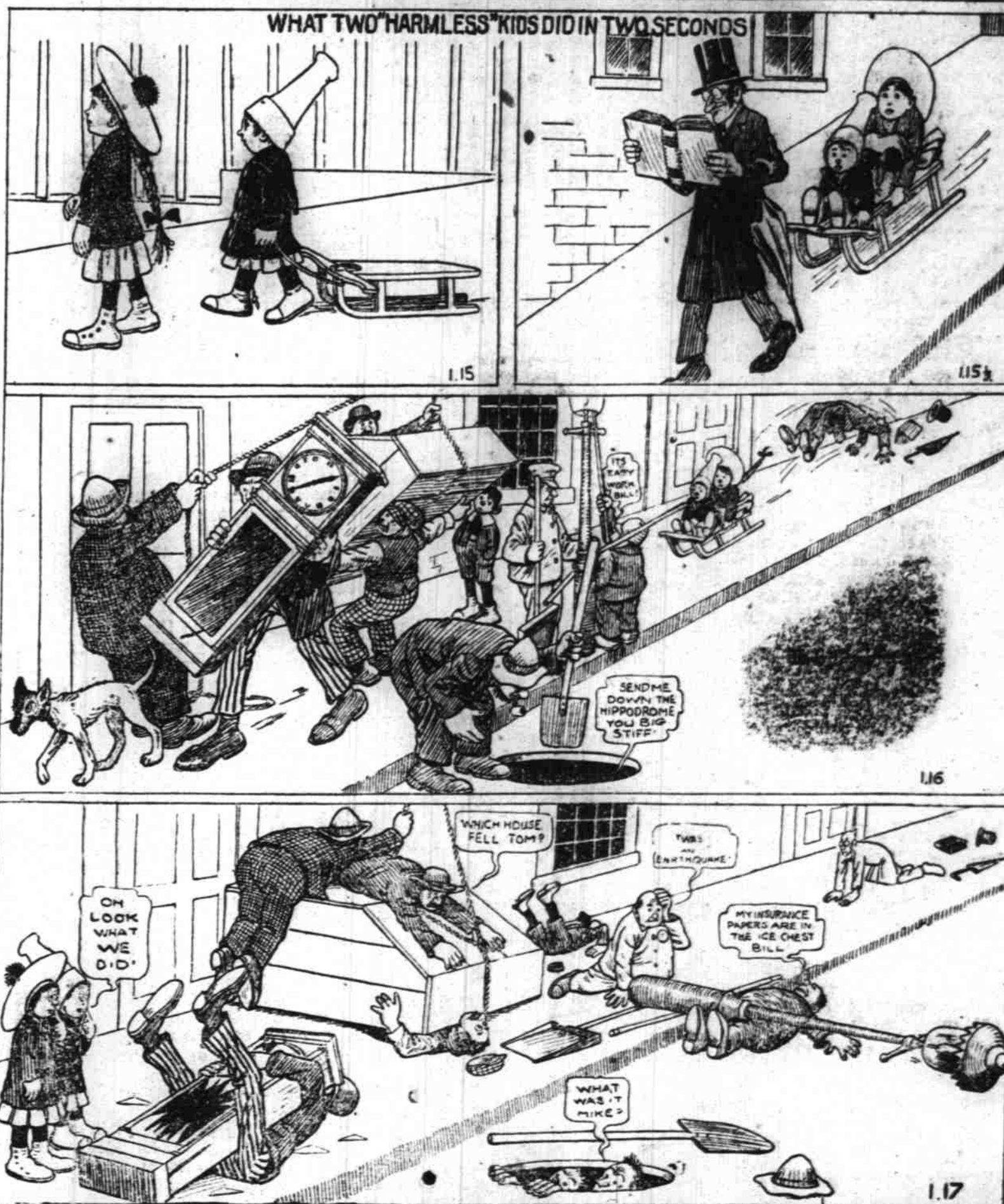
Mrs. George Cornwallis-West, formerly Jennie Jerome, a famous New York beauty, and later Lady Randolph Churchill, is seeking a divorce from her young husband, Captain Cornwallis-West. She is acting in accordance with the desires of her husband's family, who wish an heir to retain the family estates.

When Mrs. Robert Scott, wife of the Antarctic explorer, was informed of the death of her husband whom she was on her way to join, she said she would try to be as brave as her husband would have wished her to be.

The remains of Ponce de Leon, the first governor of Porto Rico, have been transferred to a crypt in the cathedral at San Juan—given by the Spanish colony to the people of Porto Rico.

THE OUTLET

PERPETRATED BY WALT McDUGALL



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Sincerely:—

REGAL BOOT SHOP,

Geo. Brown, Mgr.

IRMGARD PUT BACK LEAKING

A mystery surrounding the movements of the barkentine Irmgard, generally supposed to have sailed from Maketeo with phosphates for Honolulu, has been cleared away with the arrival of advices today that the windjammer was obliged to put into Paapeete, Tahiti, in distress.

The strange part of the report that has reached this city is that the Irmgard never loaded phosphate rock at the Ocean Island deposit for the Hawaiian Islands.

The Irmgard was deeply cargo with copra, destined for San Francisco, when, through heavy weather, the vessel was found by Captain Omsome to be leaking and in much need of repair.

The barkentine is understood to have reached the Tahitian port the latter part of February. Much of the shipment of copra is believed would be discharged there in order to effect proper repairs. The vessel took to leaking in her topsides as a result of the series of heavy seas and tempestuous seas met with on the voyage.

HOOKWORM STOPS MANY ASIATICS

Hookworm is a malady that is declared to have seriously affected the migration of Japanese to Hawaii and to the coast, judging from a remark made by an officer traveling from the Philippines to the mainland as a passenger in the United States army transport Logan, that resumed the voyage to the coast at ten o'clock this morning.

During the stay of the Logan at Nagasaki, Japan, it was reported that scores of applicants for seagoing passage to Hawaii and to the mainland had been rejected by the representatives of the federal quarantine and public health service, who are stationed at the several Japanese and Chinese ports.

As an instance, it is cited that the United States medical officers at Nagasaki refused to pass five out of twenty-five Japanese who had hoped to leave their native land for the states in the Pacific Mail liner Persia.

The dreaded hookworm infection is alleged as responsible for the rejection of 111 out of a possible 182 Japanese at Kobe.

Patience isn't a virtue; it's a necessity.